## WOULD EXTEND ITS OPERATION

Bill in North Carolina Legislature to Continue Effectiveness of Grandfather Clause.

#### FINLEY ADDRESSES ASSEMBLY

President of Southern System Says Passenger Rate Cannot Be Lower Than 3 Cents.

(Special to The Times-Dispatch.) RALEIGH, N. C., January 24.—In the lower House of the General As-Democratic leaders on the floor, introduced a bill to amend the State Constitution so that the famous "Grandstitution so that the famous "Grand-father Clause" regarding the franchise will be effective until 1918, instead of 1908, the purpose being to make it possible for white men whose grand-fathers voted before them to exercise the franchise, whether they have the educational qualifications or not.

Members of the House had a lengthy and spirited discussion of the bill by Sneeker Justice enjarcing the powers

and spirited discussion of the bill by Speaker Justice enlarging the powers of the Attorney-General so that he of the Attorney-General so that he can control trusts, making solicitors of the State assistants to the Attorney-Gen-eral and putting them on salaries in-stead of fees. The bill passed the sec-ond reading, but on objection of Dowd, of Charlotte, the third reading was de-ferred until to-morrow.

To Define Trusts.

To Define Trusts.

The feature of the day in the Senate was the introduction by Holt, of Guilford, of a bill to define trusts and punish those responsible for their operation in North Carolina by empowering the Attorney-General to prosecute. Corporations guilty forfeit their right to do business in the State, and any corporation which puts down prices to destroy competition can never raise the price again on penalty of fine of \$5,009 20 \$30,000.

age, or the House, with a view to dilus-ing out discussion of matters proposed to be legislated on in bills introduced by Mr. Justice. President Finley, in the course of his talk, said his company would agree to a reduction of the passenger rates in the State to three cents, but that two and one-half and two cents, as pro sed, would be disastrous to the business the company. He expressed a desire co-operate in every way with the

relusions.

If Ryan, of the Seaboard Air Line, oke for an higher, and will conclude tothe towafternoon. He presented the view at his company is now operating at a is, and reductions were, so to speak, but of the question." He mentioned verral reasons, including the Raleighelden Shootly and the Hamlet-Wilmingtrain, as being operated at great loss, rely for the accommodation of the secmes for future profit.

Revising Revenue Acts

Grocery Store and Dwelling Burn, and the Residence Saved

By Hard Work.

(Special to The Times-D.spatch.)

SPENCER, N. C., January 24.—The grocery store of Hawkins & Harris, of East Spencer, was burned at midnight last night together with the entire stock of goods, entailing a loss of about 33,900 on the stock, and \$1,500 to the building.

Revising Revenue Acts

C. T. WALTERS, President

Conflagrations

have never been large enough to impair the solvency of the

Phoenix (Fire) Insurance Co.

If you are not fully protected, Phone 776 or call on

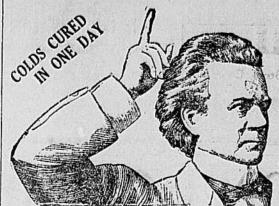
REALTY-INSURANCE AGENCY,

Sole Agent.

(COMMONWEALTH BANK BUILDING)

No. 12 NORTH NINTH STREET.

# MUNYON COLD CURE MR. SMALL URGES



Ask your druggist for a 25 cent vial of Munyon's Cold Cure. If it fails to cure I will refund your money.

MUNYON

Every precaution should be taken to check a cold before it assumes the form of Grip or Pneumonia. My advice is check a cold at once. Don't let it—at two or three days the start of you. If I could hand you the names of thousands of people who have been saved from long spells of sickness by the use of my Cold Cure. I doubt if there would be a family in this city that would be without this remedy. These little polets check discharge of the Nose and Eyes, stop Sneezing promptly relieve the Throat and Lungs, allay inflammation and Fever, and Tone up the System. They are invaluable in all forms of Influenza or obstinate colds.

I want every Rheumatic to get a 25 cent vial of my Rheumatism Cure. If you don't feel better after two hours and cured in a few days I will refund your money. I want every person who suffers with any kidney allment to invest 25 cents in Munyon's Kidney Cure, and If it does not give satisfaction I will refund your money. I want every person who suffers with indigestion or any stomach or liver trouble to get a 25 cent vial of Munyon's Dyspepsia Cure. If it does not cure indigestion, constipation, sour stomach, beliching wind, disziness, headaches and all stomach and liver aliments, I will refund your money. Munyon.

If you have Catarrh or are afflicted with deafness use Munyon's Improved Inhales.

If you have Catarrh or are afflicted with deafness use Munyon's Improved Inhaler. It cures obstinate chronic cases.

# ISPEAK OF CENBOARD

Citizens of Wilmington Severe in Statements Before North Carolina Corporation Commission.

orporations guilty forfeit their right to business in the State, and any corration which puts down prices to defroy competition can never raise the clee again on penalty of fine of \$5,000 and \$50,000. The Senate passed Senator Buxton's

tain union depot in this city.

The hearing was largely attended, and sharks, who lend small sums at rates of interest. It is afternoon the Senate Committee on roads and the House Committee on loc Service Corporations began the ling of railroad officials regarding bills ing for the reduction of passenger freight rates and general regulation and services of Seaboard were denounced in severe terms. Some proclaimed them an sharks, who lend shall subset on the series of interest.

This afternoon the Senate Committee on tailroads and the House Committee on the caring of railroad officials regarding bills ending for the reduction of passenger and freight rates and seneral regulation of railroads. President Finley, of the southern Railway Company, spoke for we hours, during which many questions were asked, most of them by Speaker Justice, of the House, with a view to bringing out discussion of matters proposed to

## EAST SPINGER HAS THREE DAMAGING FIRES

and reductions were, so to speak, of the question." He mentioned rail reasons, including the Raleighton Shootly and the Hamlet-Wilming-train as being operated at great loss, by for the accommodation of the sectand in hope of developing the sect

#### "UNTRAINED" NURSES.

What the Words Mean and Why These Nurses are Needed.

mapped out, including special attention to road improvement, forestry, artesian water supply, topography and improving the oyster and fish industry. The board will try to secure legislation for the creation of a State highway commission, also a State highway commission, also a State forester. The members of the board are Hugh McRae, of Wilmington; Frank Hewitt, of Asherille: Frank Wood, of Edenton; H. E. Fries, of Winston-Salem.

There was opened to-day in Raleign a central recruiting station for the United States Army, the purpose being to have sixteen auxiliary stations in various parts of the State, notably at Wilmington, Henderson and Greensboro. The work will be in charge of Captain E. T. Winston, of the United States Army.

The Public Service Coperations Committee of the lower House of the General Assembly has decided to take final sction as to the Manning bill, requiring teiphone companies to maintain joint stations for the transmission of local and long distance messages until next Monday night, when Mr. Manning will be present to defend the bill against the arguments in opposition by representatives of the telephone companies, practically all of them recognized and bilgation as well as an expectation to do this, and practically all of them recognized to do this, and practically all of them recognized to do this, and practically all of them recognized to do this, and practically all of them recanding to do this part and other themore or less—and even things up when they cann, by making the rich patterns re lit—more or less—and even things up when they cann, by making the rich patterns re lit—more or less—and even things up when they cann, by making the rich patterns re lit—more or less—and even things up when they cann, by making the rich patterns re lit—more or less—and even things up when they cann, by making the rich patterns re lit—more or less—and even themes the more of the patterns and even themes the patterns and even themes the patterns and even themes themes and even themes themes and even the

Another kind of contributory negligence in other days, but women who, while is omitting to enclose the self-addressed they have not had two or three or four years of hospital experience, yet have

J. F. LAY, Solicitor.

IN BILE IEMS

IN BILE IEMS

IN BILE IEMS

IN BILE IEMS

IF The property of the excellent books now available, with or without the supervision of a "correspondence school."

While these women will be without the ability of the regularly trained nurse, and are not competent to take the most serious cases, they do more than fairly well, according to this authority, in the far greater number of ordinary cases are wen, according to this admired cases, are a vast improvement on the only alternative, and can afford to work for much less than their better equipped sisters. New York Times,

> New Way to Exterminate Rats. New Way to Exterminate Rats.
>
> All of the rats and mice from one end of the world to the other are doomed to die. This is not a mere prophecy, for the health officials of Milwaukee have learned of a new virus that will cause every rat and mouse to die from a discusse. The symptoms of which resemble pneumonia, and the virus will be introduced here to make Milwaukee the centre of the war of extermination.
>
> When a rat is inoculated with the virus the serum affects the lungs, and they go about gasping for fresh air. It is believed that none of the victims will die within the wails of a house or in the basement.

to every other rodent in the community. The best of it is that the disease canno be transmitted to any other animal or fowl. A cat can relish a mouse that is in the last stages, and there will be po danger.—Milwaukee dispatch to the New York Works.

New York's 500 Hotels.

New YORK 5 500 Flotels.

Some days the transient population of New York runs as low as 75,000. Other days, according to the rallway passenger accountants, it is nearly 200,000 at present the 200,000 rush is probably passed, for it is reported that all the hotels are full again. The landlords are "turning 'em away." The automobile exhibition is credited with drawing the excess crowd just now. But there is always something.

always something. Eight years ago, when the Dewey cele Eight years ago, when the Dewey cele-bration pucked the hotels, it was said that in a few years New York would have so many hotels that such trouble would be impossible again. New York has been building great hostelries ever since. There are now about 140 hotels of the first class in Manhattan, and a total, including smaller houses, of at least 500. Yet the crush comes as easily as it ever did.—World.

#### Do They All Powder?

Statements of hotel managers in New York indicate that Marie Corelli will not find her "ideal womanhood" and natural-beauty literary heroines along the Great White Way. While women are indignantly refuting the attack made by the English retuting the attack made by the English novelist pertaining to wigs, pads and beauty dyes the hotel managers make statements that tend to support Marie Corell's charge.

The hotel men with one accord say

that they buy supplies of paint powder, eye pencils, hairpins and other beauty accessories the same as they but chases of widely different variety, they generously admit, is the lessened quan-tities of the former.

The managers say behind the barricaded doors of their private offices, "without fear of contradiction," that New without fear of contradiction," that New York women are addicted to the paint and powder the eye pencil habit and all other facial evils that they are accused of by the English novelist. New York club women flatly and vigorously deny the imputation, and there you are .- Nev York World.

#### England Still Fights Cocks. Cockfighting is still enthusiastically car-

ried on in many parts of England, as was shown again last week minster case, in which one of the de-fendants mentioned that he had indulged minster case, in which one of the defendants mentioned that he had indulged in the "sport" with dukes, earls and solicitors. But no educational expert would now pronounce it a very becoming sport for gentlemen, as Ascham did when he wrote his "Scholemaster" in the sixteenth century. Colet was centuries ahead of his time when he discouraged cockfighting in his statutes for St. Paul's School; the typical statutes of a north country school of that period direct that the master "shall have, use and take the profits of all such cockfights and potations as are commonly used in schools." In Scotland particularly one moraling a year was given to cockfighting, and the dominie's percuisites, all the cocks killed and a shilling from each boy, sometimes amounted to a quarter of his total fees. This lasted at least until 1828, though Manchester Grammar School dropped the practice a little earlier.—London Chronicle.

#### Vagaries of the Pacific.

Vagaries of the Pacific.

The year 1905 has done strange things to the Pacific Ocean of which hist week a typhoon, destructive as it was, is probably the least serious. The earthquates at San Francisco and Valparaise not only seem to have wrought tremendous damage on land, but to have moved the very foundations of the deen. A least land is reported to have risen smoking and steaming from the waters of Behring Sea. The recent numerous ground near big Pacific steamers in charge of capable navigators, are explained by the fact that familiar ocean currents have been deflected from their worled courses, presumably by earthquake movements of the ocean bed. Those who go down to this sea in ships have a new peril to guard against.—Findlay (O.) Courier-Union.

# ILLAND ROUTE

Has Been Working for Eight Years for Passage Between Norfolk and Beaufort.

#### THE PLAN MUST BE ADOPTED

Able Brief Filed by Mr. Small With Committee on Rivers and Harbors.

(From Our Regular Correspondent.)
WASHINGTON, D. C., January 24.—
Representative J. H. Small, of North
Carolina, is still struggling to have the
government undertake the construction
of the inland waterway from Norfolk to
Beaufort Inlet, N. C. During a great portion of Mr. Small's eight years in ConSTESS. the few greater postules in feetion of Mr. Small's eight years in Congress, the far greater portion, in fact, he has cherished his scheme designed to obviate in very great measure the dangerous navigation, and while he has not met with success, every year adds encouragement. It is but a question of time until the national government will undertake the execution of this project. That much is a settled fact. Below is printed a brief filled by Mr. Small with the Committee and Divers and Markors this year. brief filed by Mr. Small with the Com-mittee on Rivers and Harbors this year. It was prepared at the request of sevmbers of the committee and reperal members of the committee and rep-resentatives who have taken an active interest in the subject. The brief is as

interest in the subject. The brief is as follows:

The present project is for a waterway of the depth of twelve foot, extending from Norfolk, Va., to Beaufort Inlet via Elizabeth River, the Almebarle and Chesapeake, Canal Route, Albemarle Sound, Croatan Sound, Pamlico Sound, Neuse River, Adams Creek, Core Creek and Newport River to Beaufort Inlet.

The total distance via this route between the two terminals is 205 miles. The survey of this project was authorized in the River and Harbor Act of March 3, 1905, which authorized the detail of a special board of three engineers to select the route, make the necessary surveys, estimate the cost, and make their recommendations.

Their report, together with the report of the Board of Engineers of Rivers and Harbors, and the recommendation of the chief engineers was forwarded to Congress on December 3, 1906, and is contained in House document No. 43, Fifty-ninth Congress, second session, to which reference is made.

The engineers divide the project into three divisions.

three divisions. First Division, Norfolk and Albemark Sound:

Length of this division, 68 6-10 miles Estimated cost of twelve foot depth \$1

To this must be added the purchase price of the Albemarle and Chesapeake Canal, the value of which to the United States a set! (c) the engineers to be not exceeding \$500.00.

In the event this canal cannot be purchased for this

recommended that what is known as the Con or Creat rouge he slowed The difference in cost is not very great; but

named.
Second Division. Albemarle Sound to
Pamilico Sound via Croaton Sound route:

Length of this division 86 4-10 estimated cost of twelve foot depth, \$183, Third Division, Pamileo Sound to Pear

fort Inlet via Adams and Core Creek route:

Length of this division, 50 miles: estingth of this division, 50 miles: mated cost of twelve foot depth, \$704,875.

Maintenance.

As to maintenance, the engineers re-commend the Albemarle and Chesnucake way should be done by the United States rather than by contract. To this end they estimate as the original cost of the plant for this purpose, \$290,000; annual cost of operation, \$73,000.

#### Recapitulation.

The engineers in their report recapitu late their conclusions as follows:

That the cheapest feasible route is the one above outlined, and the death recommended is twelve foot, and the estimated cost \$2,000,425.

To this should be added the cost of the Albemant, and Chesapenke Canal property, the value of which is estimated not exceeding \$500,000. exceeding, \$500,000.

Former Surveys.

A Board of Engineers were detailed n House Document 563, 58th Cong., 2nd Session. The special Board of Engineers as appears in this report, selected a route concluded that the commercial benefit to be derived justified the expenditure and

estimated the cost at, \$10,000,000.

The Board of Engineers for Rivers and Harbors in reviewing the report of the special board concluded that the special board concluded that the special board had congregated the companying benefit of the waterway in the coastwise trade between Norfolk and the South, and suggested that a waterway ten or twelve foot in deeth was sufficient.

In deference to the opinion of the supervising Board of Engineers for Rivers and Harbors, Congress in the Piver and

and Harbors, Congress in the River and Harbor Act of March 3, 1905 authorized to make a survey between Norfolk an of ten and twelve foot respectively; an the result in the present project unde consideration.

### Recognition by Congress.

'Improving Beaufort Inlet, N. C., in ac cordance with the report submitted in Session, with the view to securing a chan-

The report referred to is the report of this waterway for a depth of sixteen foot, this appropiation and the deepening of adopted by Congress; and to that extend the cost of the project has been reduced. Commercial Benefits

The benefits to accrue from the construction of this waterway may, under the peculiar conditions hereinafter stated, but the deal and separal brace the benefits to accrue to the immediate section between the two terminithat is to say about two-thirds in width that is to say about two-thirds in width the the theorems section of North Carolina, and to that section of tidewater Virginia tributary to the city of Norfolk.

Virginia tributary to the city of Norfolk.

Local Benefits.

In discussing local benefits I shall more particularly confine myself to Eastern North Carolina; because Eastern Virginia, while having no available water outlet to the South, except by entering the sea around Cape Henry and encountering the

dangers of Cape Hatteras; still the people of that section have ample and safe entrance to Chesapeake Bay and tributaries, and also to Northern ports.

With Eastern North Carolina the situation is different. The large section extending from Neuse Hiver to the Virgonia embraces and also to Northern ports.

With Eastern North Carolina the situation is different. The large section extending from Neuse Hiver to the Virgonia embraces and having the two large sounds of Palmico and Albemarie as well as others, with at least five beld navigable rivers emptying into these sounds, with several citles and numerous smaller towns, containing some of the most fortile lands of any section and products, containing numerous manufacturing plants of lumber and other products, containing numerous manufacturing plants of lumber and other products,—this entire section with these rivers and sounds is literally land-locked ers and sounds is literally land-locked

from the ocean.

There is not a navigable outlet to the ocean on the North Carolina coast for all this territory. There are only two navigable outlets to the ocean in Eastern North Carolina, one at the mouth of the Cape Foar River, and the other at Beaufort, and neither of these is accessible from this large section. This large territory has absolutely no outlet for its waterborne truthe on the North except through a private canal entering the from the ocean. borne traific on the North except through a private canal entering the Elizaboth River. There is no similar large area in the United States bordering upon

area in the United States bordering upon navigable waters which is land-locked.

Is not this section and are not these people entitled to relief at the hands of Congress? Certainly it is not necessary to emphasize further the commercial benefits which would accure to this section by the construction of this waterway. General Improvements to Coast-

has attempted to deny the local No one has attempted to deny the local benefits of this waterway; but some have queet oned its benefic at effect in promoting the coastwise trade between the North Atlantic and the South Atlantic ports.

It would be profitable to examine the facts. Speaking generally, it may be said that Cape Hatterus and Diamond Shoals, on the North Carolina coast, which project far out into the ocean, constitute the barrier in this coastwise trade. Small yeasels and steamers will not encounter vessels and steamers will not encounter the dangers of rounding this Cape, and

the dangers of rounding this Cape, and barge transportation is completely prohibited, although several attempts have been made to establish lines of barges. The coastwise trade around Hatteras is limited to large steamships and the large sailing ships which have recently been constructed and which give Hatteras a wide berth. An examination of the statistics of movement of bulk products between the North and the South, and such as would naturally seek a safe interior waterway, will show that a small proportion only is now carried by these large steamships and large stainsy vessels. With the construction of this waterway freight steamers and barges—say with a maximum draft of ten feet-would be

waterway would give entrance into the Elizabeth River and Chesabeake Bay, and thence to Norfolk and Baltimore, and to Richmond and the other cities and to Richmond and the other cities and ports on Chesapeake Bay and its tributaries. (4.) Because barges and freight steamers having a maximum draft of ten foot, and constructed properly, would be sufficiently seaworthy to sail—out Cape Henry and make the outside trip to Philiadelphia, New York and the intermediate cities. (5.) Because it has been demonstrated. twelve foot has been adopted.)

It is not intended to minimize the im-It is not intended to minimize the importance of the proposed Delaware and Chesapeake waterway nor any of the other projects along the Atlantic Seaboard, but simply to point out that the present project, the Norfolk-Beaufort Inlet waterway will tend more to promote and develop the coastwise trade, because it will make possible a method of transportation which is not now available, and for other reasons?

Commercial organizations from Balti-

Commercial organizations from Balti-more to Jacksonville netusive have offi-cially approved this project, and have authorized statements showing that the would be augmented by its construction number of reports from commercial or-ganizations, showing the benefits to their several ports; and it will be profitable to append a summary of same.

Baltimore: The Merchants and Manufacturers Association of this city submitted a report estimating that the amount saved annually in freight charges to the South Atlantic ports would amount to \$1.974.055.

Of this sum it was estimated that Baltimore would share largely; though no atlant of the save and dancing on good floors than would last mortals of ordinary nerves and physique for a year. more would share largely; though no at-tempt was made to estimate in dollars

of Norfolk estimated that the commercial interests of that port, together with Portsmouth and Newport News, by the construction of the waterway would gave annually \$258,500. This sum was based on the present traffic and did not include the benefit from the prospective traffic, which was placed at a much larger sum. Wilmington, N. C.: The Chamber of Commerce of this city, through a special committee, reported that "the aggregate of saving on inward and outward freight which would directly accrue to us by reason of the construction of this waterway would be \$276,000 annually, and of immense benefit indirectly." immense benefit Indirectly."

Georgetown, S. C.: The Board of Trade of this city, through a special committee, made a comprehensive report, and their recapitulation is here quoted:

"To sum up the general result of your ommittee's study and investigation of its difficult and complex subject is as

Estimate of total probable saving to the commerce of the port of Georgetown S. C., from the reduction in freight rates and insurance consequent upon the es-tablishment of the inland waterway: Freight

Rates Insurance commerce...... 348,650 Saving in freights ......

Total saving......\$790,847 Charleston, S. C.; Mr. H. R. Jackson, manager of the bureau of freight and

transportation of that city, made a report, and one of the encluding payagraphs is here quoted:

"It is estimated that the saving in freight by barge transportation on coal, cotton, lumber, rice, and phosphate rock and cottonseed oil would amount to \$77,000 per annum, and the reduction in the cost of transportation would in a short time increase the volumn of the business."

Bavannah Ga: The chamber of Commerce of that city submitted a report, through its secretary, in which it is estimated that this port would be benefited to the extent of more than \$1,000,000.

Space will only permit quoting one paragraph from this report: "In the preparation of this report: "In the preparation of this report: "In the preparation of this report nearly all of the most prominent business men have been seen, and they are confident that the building of this inland waterway is indeed very desirable and would result in an immeasurable benefit to Savannah, not only in the development of our resources, but in the reduction of freight rates on the measurable benefit to Savannah, not only in the development of our resources, but in the reduction of freight rates on the greater number of the commodities that are recoived and shipped from this port; also a great saving in insurance."

Brunswick, Ga., and Fernandina, Fia.: The Board of Trade of each of there c'ties made a special report upon this waterway, approving the project, and concluding that its construction would largely promote the constwist trade of this port, al-

Jacksonville. Fia: Through the Board of Trade of this city a report was submitted, estimating that the commerce of Jacksonville and the St. Johns River would experience an annual saving of \$370.573 by this waterway, and emphasising that its coasiwise trade would by promoted.

The above constitutes the briefest summary of the reports made. There is one

mary of the reports made. There is one inevitable facts, and that is that the commercial organizations of each of the above mercial organizations of each of the above named cities deliberately concluded that the construction of this waterway would largely promote their constwise trade. Assuming that they were mistaken, or that they exaggerated the estimates they made of the benefits to accrue, still they were not altogether mistaken. These reports must bring conviction to an unbiased mind that the construction of this materials will result a superscript promote the construction.

waters. In this respect this waterway is differentiated from other waterways in the interior where there are long cuts, and also is distinguished from projects

Wearing a Wig for Health.

maximum draft of ten feet-would be once enter into this trade through this safe and protected passage, and thus greatly augment the volume of coastwise trade with the North Atlantic ports.

It may be asked, why will the construction of this particular waterway so greatly promote this trade? and the answer is contained in the following:

(1) Because it will eliminate the dangers of Cape Hatteras by substituting a safe route. (2.) Because navigation south of Beaufort Inlet is comparatively. Without hazard and may be safely engaged in by freight steamers and barges having a draft of ten foot, and as far south as Jacksonville. (3.) Because, this waterway would give entrance into the who have carefully studied the subject of health as a beneficient safeguard. A man who, from any cause, has lost a good part of his hair, usually loses it some time after middle life, when his vitaility begins to ebb. You must bear in mind that the scalp is filled with myriads of blood vessels, and when it is exposed without the covering that nature intended to give it a man is apt to suffer from sudden and acute attacks of cold, catarrh and influenza. I have often prescribed the wearing of a toupee or wig to a patient who has come to me complaining of his susceptibility to colds, and in nine cases out of ten, after the wig has been worn, the susceptibility has ceased at once.

ter the wig has been worn, the suspectibility has ceased at once.
"Many cases of deafness I have traced to colds constantly recurring in those who have lost their hair, and who have provided no substitute for nature's covering. Some cases of chronic sore throat are traceable to the same cause. In some instances patients suffering from tuberculosis of the lungs in the early stages have found decided protection from colds by wearing a wig. Those who need to wear a wig and will not do so must be regarded as victims of vanity, rather than those who, accepting the inevitable, make the best of their misfortune, for I regard baldness as nothing less than a misfortune to any man or woman."—Leslie's Weekly.

#### Society at Its Gayest.

The more you go out the more you keep yourself before the world—the better time you have. But the season is so short, and the pace so swift! The people short, and the pace so swift! The people are so active! How do they stand it? In our parents' day there was—so they tell us—some faint pretence of cultivating repose. There is none now. Everybody goes as fast as sparks thrown off a Catherine wheel

and physique for a year.

tempt was made to estimate in dollars the saving to Baltimore alone.

Norfolk: The Chamber of Commerce of Norfolk estimated that the commercial interests of that port, together with Portsmouth and Newport News, by the construction of the waterway would gave annually \$258,500. This sum was based on the present traffic and did not include the most of the waterway would gave annually \$258,500. This sum was based to the construction of the waterway would gave annually \$258,500. This sum was based to estimate in dollars their nerves and physique for a year.

And physique for a year.

The Chamber of Commerce what damaged by the strain. It comes that damaged by the strain it comes the second nature, this constant going out but I confess that when I hear thomat (except when entertaining their friends) for six weeks. I feel tired in the present traffic and did not include the muscles of my face. To m agreeable for forty-two nights agreeable for forty-two nights consecutively must be fatiguing, no matter how much you love your fellow-man. You want a night or two between whiles for relaxation.—Mary Menners, in Broadway Magazine. Perfecting Block Signals.

The report of the Chicago and North-western road on its block signal experi-ments for 1996 is a timely contribution to the public information. For some years western road on its block signal experi-ments for 1906 is a timely contribution to the public information. For some years this company has been verifying the working of its signal system by what it calls "surprises." In other words, at any moment its employes may find themselves confronted with a contingency under the signal service which calls for certain acsignal service which calls for certain action according to the rules. In the early years these "surprises" or tests revealed a tendency to take chances and ignore the rules that led to the discharge of ten engineers and the severe disciplining of others. After that it was made plain that disregard of the rules relating to signals meant instant dismissal. Employes were informed that they had done their best to contribute to an accident and it was not through any act of theirs that an accident had been avoided. What was the result? During last year 1825 surprises, or tests, were held on this read, or an average of over four daily. Yet in not a single instance were the

Yet in not a single instance were the rules disregarded. The company, therefore, feels safe in saying that it has brought its block system to such per-fection it is practically impossible for an

Ingenuous Mailen—Some one told me that the eighth day of the month was the luckiest to be married an Woman Hater—Then you were deceived, my child. The eighth day of the week is the luckiest.—Berliner Illustrierts Zeitung.

Officers Elected-Good Spees on "The Ideal Business M; and "Negotiable Paper."

The annual meeting of the Richm Credit Men's Association, which is active branch of the national association of the same name, was held at the ho of the Jefferson Club on Marshall Strelest night, the courtesies of that han somely equipped home having been etended to the association for the meeing. Long tables had been arrange in the banquet hall and a royal feast had been spread.

President John Landstreet presided and with him at the head of the first table sat Vice-Prasident Thomas D. Stokes, Secretary Jo. Lane Stern, Treasurer George B Wilson, members of the executive committee, and Rev. Dr. George W. McDaniel, of the First Baptist Church, and Mr. George Bryan, counsel of the First National Bank, who were guests of honor and speakers of the evening.

After a sumptuous dinner had been thoroughly discussed, and white the eighty-odd members present and their guests were enjoying coffee and cigars, the meeting was declared open for business.

President's Report

President's Report.

President's Report.

The report of the president for the past year was read. This report showed that the president, in obedience to the commands of the association, had attended several very important meetings in Washington in the interest of the business men. The national association, through its chosen representatives, succeeded in influencing Congress to materially amend the bankrupt law to the end that it may more surely protect the solvent and honest debtor and more surely eliminate fraudulent and dishonest failures.

The report discussed the local affairs of the association and among other things the president highly commended the work of the adjustment bureau which the executive committee has recently established under the management of Colonel Jo Lang Stern, H. S. Binswanger, W. D. Broaddus and George B. Wilco.

Jo Lane Stern, H. S. Binswanger, W. D. Broaddus and George B. Wilson. Association Is Growing.

The report of the treasurer shows the in good shape, and that of the secretary that the association is growing.

that the association is growing.

The following officers were elected for the ensuing year; \$500
President, John Langstreet.
Vice-President, Thomas D. Stokes,
Treasurer, George B. Wilson.
Executive Committee, H. S. Binswanger, Tucker Sands, J. A. Moncure, Leon
Wallerstein and E. C. Laird.
Somebody nominated Colonel Jo Lane
Settin for accretary, but the colonel ex-

Somebody nominated Colonel Jo Lane Setrn for secretary, but the colonel explained that the Constitution delegated the power to name the secretary to the executive committee, and added: "But I will be a candidate all right."

A resolution offered by Mr. Wallerstein, which was unanimously adopted, expressed the regret of the association that it was to lose as a member Mr. George L. Pender, who was the first president of the body. It was thus revealed that Mr. Pender is soon to make his home in Norfolk. The very complimentary resolution called Mr.

complimentary resolution called Mr. Pender to his feet and he made a short, but very feeling talk. Two Splendid Speeches.

Rv. Dr. George W. McDaniel, the elo-quent pastor of the First Baptist Church, was introduced as the first speaker of the evening. The minister expressed his delight at having an op-portunity to speak on credit, for," said he, "preachers often need it." His theme was the ideal business man, which he described as one wide-awase to every emergency, and always in the forefront of every worthy commercial

Mr. George Bryan addressed the association on the subject of "Negotiable Instru-ments."

ments.

A resolution of thanks to the Jefferson Club was adopted by a rising vote, and the most enjoyable and successful meeting adjourned at the midnight hour.

German Forest Culture.

German Forest Culture.

The wood-cutting in the demessal forests of Alsace-Lorraine. Germany, will produce, this year, in all 18,022,219 cubic feet of timber, of all sorts—6,767,36 cubic feet of timber, of all sorts—6,767,36 cubic feet of timber of the sort of the sort

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the name, "B